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ALAMO MASSACRE FRESH IN MEMORY

ACCOUNT OF GREAT SLAUGHTER
OF EIGHTY YEARS AGO
RETOLD.

NOT A DEFENDER LEFT

After Most Heroic Defense Ever
Known Perhaps, None Sur-
vive Battle.

"Thermopylae had its messengers of death, but the Alamo had none." Not a defender of the old stone mission house and fortress, which stands today in San Antonio, Tex., survived to tell the story when the Alamo fell eighty years ago before 4,000 frenzied Mexicans. The battle cry that had its origin in that blood-soaked compound of scarred walls and its defenders' ashes has never been forgotten.

"Remember the Alamo!" ran the word through Texas, and Texas remembered. At San Jacinto, Tex., troops, eleven hundred of them, shouted to one another hoarsely, "Remember the Alamo," and men remembered how Davy Crockett had died, ringed around with dead Mexicans, and "Jim" Bowie, and Col. Travis; and at San Jacinto the power of Mexico was broken forever as far as Texas was concerned.

Texas remembers the Alamo today, when rumblings and rumors of new bloodshed run up and down the border, when the bodies of Americans slaughtered on scattered ranches, in mining villages, even on American soil, cry out for vengeance. You do not wonder that hatred of the Mexican burns deep in these border folks, when you look back upon the blood-stained pages of their past—and "remember the Alamo."

Texas, settled by hardy frontiersmen and backwoodsmen, had revolted against the rule of Santa Anna, dictator of Mexico, and declared itself independent. That independence it won without the aid of the United States, and the most heroic struggle of the fight was the Alamo.

The Alamo was on old stone and "dobe" mission house, built in the early eighteenth century and used occasionally by Spaniards and Mexicans as a fort and arsenal. There, when Santa Anna came up with his 4,000 over 600 miles of desert in February, 1836, the little handful of Americans, 150 strong, under Col. William Travis, made their stand. It was a desperate venture from the start, a forlorn hope. If Houston came down from the North in time rescue was possible, otherwise—what could 150 men hope to do against 4,000?

There were Mexican troops already between him and the Alamo when Davy Crockett, frontiersman, hunter, soldier under Jackson and one time member of Congress, made his way into the fortress. From the roof of the old building the Americans saw the dust of Santa Anna's army coming up from the south.

There were a few old cannon in the Alamo, thirty head of beef cattle, ninety bushels of corn. But when Santa Anna sent a messenger demanding the fort's immediate surrender Col. Travis refused promptly and fired one of his cannon. In the camp of the Mexicans they raised a blood red flag, and that meant no quarter. The frontiersmen knew how the Mexicans not only slew, but mutilated their enemies.

February 23 the siege began and it continued until March 6. The Mexicans had artillery, but they could not bring it close. The Texas riflemen were too skillful in picking off the gunners. At one cannon Davy Crockett picked off five gunners in succession and the Mexicans could not even drag it back to a safer position until after dark. The Americans threw out a thin skirmish line beyond their fortifications and the long rifles did deadly work.

Bowie, desperately ill of typhoid fever, was constantly alert, constantly asking whether there was any news of succor from the north. There was none.

Day after day rifle balls and cannon shot fell within the inclosure. Day after day men fell and their bodies were piled in a dark room on the first floor of the old building.

And outside very many little

brown soldiers, in their gaudy jaunty uniforms, fell down and writhed a little on the ground, and, soiled with blood and dust, lay still forever.

A band of thirty-two rangers knowing well enough that they were riding to their death, hacked their way, cheering, through the Mexican lines and joined the haggard fighters in the Alamo.

Agreed To Fight To The Last.

It was March 3 when Col. Travis, in a lull of the fighting, called his garrison around him. He explained that it was hopeless any longer to expect assistance; that the fight was hopeless; that there were two things to do. One was to haul down the Lone Star flag and surrender the fortress. There was silence at that. The other was to die defending the Alamo. The faces of the defenders of the Alamo brightened and grew resolute at that. Travis drew his sword out of its scabbard and drew a line on the earthen floor between him and his men.

"I propose to stay here," he said quietly, "until I am killed. All those who will be with me will come to this side of the line; all who wish to surrender will remain on that side."

Every man of the garrison crossed the line. Col. Bowie, inventor of the famous knife, who was desperately ill of typhoid fever, had his cot picked up and carried over. Davy Crockett leaped over like a boy, waving his coonskin cap.

The morning of March 6 the Alamo fell. The Mexican army, infuriated by almost two weeks of delay caused by these stubborn gringos, came on to storm the convent. Field pieces opened breaches in the walls. Mexican soldiers carried ladders to plant against the walls, and other Mexicans swarmed up the ladders. Hand to hand they fought with the Texans at the top of the wall. But the defenders' line was all too thin.

(Continued on Eighth Page.)

HEAVIN'S COURSE FULLY INDORSED

REPUBLICAN COMMITTEE AP-
PROVES ACTION ELECTING
A. T. HERT.

The Ohio County Republican Executive Committee at its session here on last Saturday unanimously adopted the following resolution with reference to the actions of M. L. Heavin, delegate from the Fourth Kentucky District to the National Convention in the election of Kentucky's member of the National Committee. "Resolved by the Ohio County Republican Executive Committee in session regularly assembled that we do especially approve of the action of M. L. Heavin, delegate to the late Chicago National Republican Convention, as touching and relating to the election of Hon. A. T. Hert as member of the National Republican Committee from Kentucky, and that in the election of Mr. Hert we believe the sentiment of the district is best represented.

P. O. CLASS CHANGES
ANNOUNCED FOR KY.

Washington, July 8.—Changes in the class of Kentucky post-offices resulting from the annual readjustment of postmasters' salaries, effective July 1, were announced to-day by the Postoffice Department. Pineville and Marion were changed from third to second-class offices. The department announced that examinations for rural carriers will be held on August 12 at Cadiz, McKinney, Eddyville, Campbellsville, Grayson, Cynthiana, Marion, Madisonville, Maysville, Taylorsville, Williamsburg and Bowling Green.

ROBBER LOCKS CASHIER
IN VAULT, GETS \$900

Jarballo, Kan., July 8.—An unmasked robber locked Kelly Moore, the cashier, into the vault of the Jarballo State Bank here to-day and escaped with about \$900. He ran to an automobile in which two men were seated and the car sped away toward Kansas City, less than thirty miles east of here. Moore released himself ten minutes later, and other citizens in a high-powered motor car started in pursuit.

GERMAN MONSTER SUBMARINE LANDS

TEUTON'S UNDER SEA CRAFT IS
SAFELY DOCKED AT
BALTIMORE.

ELUDES MEN OF WAR

Is British Blockade Broken By This
New German Way of Navi-
gation?

Baltimore, July 10.—Upon delivering his ship's papers to the office of the North German Lloyd line today, Capt. Konig, of the submarine merchantman Deutschland, which reached Chesapeake Bay yesterday from Bremen, issued a formal statement declaring his voyage across the Atlantic had broken England's rule of the seas.

At the same time the captain disposed finally of the report that he carried a message from Emperor William to President Wilson, saying there was no foundation for the story.

The statement, typewritten on the stationery of the Deutsche Ozean-Rhederei G. M. B. H., Bremen, announced that the Deutschland was the first of several submarines built for the trans-Atlantic trade, and that she would be followed by the "Berlin."

All during the night a considerable part of the Deutschland's crew had been astir and a small searchlight played almost constantly upon a newspaper yacht anchored near by. The tug Thomas F. Timmons, conveying the submarine, also kept the yacht under close surveillance.

Captain's Statement.

Following is the statement: "The submarine Deutschland, which I have the honor to command, is the first of several submarines, built to order of the Deutsche Ozean-Rhederei G. M. B. H., Bremen. She will be followed by the Bremen shortly.

Cargo of Dyestuffs.

"We have brought a most valuable cargo of dyestuffs to our American friends, dyestuffs which have been so much needed in America, and which the ruler of the seas has not allowed the great American republic to import. While England will not allow anybody the same right of the ocean, because she rules the waves, we have by means of the submarine commenced to break this rule.

"Great Britain, cannot, however, hinder boats such as ours to go and come as we please. Our trip passing Dover across the ocean was an uneventful one. When danger approached we went below the surface, and here we are safe in American port, ready to return in due course.

"I am not in a position to give you full details regarding our trip across the ocean, in view of our enemies. Our boat has a displacement of about 2,000 tons and a speed of more than fourteen knots. Needless to say that we are quite unarmed and only a peaceful merchantman.

Will Carry Mails.

"Our boats will carry across the Atlantic the mails and save them from British interruption.

"We trust that the old friendly relationship with the United States going back to the days of Washington, when it was Prussia who was the first to help America in its fight for freedom from British rule, will awake afresh in your beautiful and powerful country.

"The house flag of the Deutsche Ozean-Rhederei is the old Bremen flag—red and white stripes, with the coat of arms of the town the key in the corner. This key is the sign that we have opened the gates which Great Britain tried to shut upon us and the trade of the world. The gates which we opened with this key will not be shut again. Open door to the trade of the world and freedom of the oceans and equal rights to all nations on the oceans will be guaranteed by Germany's victory in this struggle for our existence."

Avoided Men-of-War.

"We did not on the entire trip come into close proximity with any man-of-war. We avoided them all. It was very simple.

"From the North Sea we went straight through the English channel, which is alive with warships,

and on the night of the fourth day we submerged and remained still all night on the ground, on the bottom of the channel. There were lots of cruisers near us we knew, and it was very foggy. So we thought it wise not to take any chances, and I gave the order to submerge for the night and until there should be clearer weather. The next morning all was well and we proceeded through the channel into the Atlantic Ocean without incident.

"Our trip has demonstrated that the big merchant submarine is practical and that it has come to stay. We expect the venture to be a great financial success. This ship can carry a cargo of 1,000 tons, and on this trip carried 750 tons of dyestuffs, valued at \$1,000,000. The charges for the shipment alone will pay for the cost of the Deutschland, about \$500,000. On this trip we carried no mails, nor did we carry money or securities. Also we came without insurance, running entirely at our own risk."

How Delay Occurred.

It was learned that boat left Bremen with her load of about 750 tons of valuable dyestuffs, which her owners hope to sell to American manufacturers for a fortune. At Heligoland she waited nine days, leaving there June 23 to plow deep beneath the surface of the North Sea to escape the watchful eyes of the allied blockaders. Capt. Konig intimated that the purpose of his long delay at Heligoland was to deceive the enemy, who undoubtedly had heard rumors of the submarine's coming. "We stopped there for very good reasons," the captain explained with a broad smile.

This accounted for the belief in the United States that the vessel was a week overdue, a misapprehension that caused German embassy officials to fear that she had run into allied warships or fallen victim of an Atlantic storm.

In Open Sea.

Once outside the blockading lines and into the Atlantic, according to the captain's story, he headed straight across and only deviated from the course once when he saw what he took to be enemy craft. Most of the time he sped along on the surface, making around fourteen knots an hour with his powerful twin Diesel oil engines. Submerged he could go at the rate of seven and a half knots.

Path Clear.

Approaching the capes late Saturday, Capt. Konig found his path apparently clear. He laid to with his decks awash, however, waiting until darkness fell before nearing the coast. When the bright half moon went down, shortly after midnight, he put on all speed and shot between the Virginia capes, to be greeted by the tug Timmons, sent there more than a week before to await his coming.

Carefully Guarded.

When the vessel was released from quarantine she moved up the river to the pier of the Eastern Forwarding Company, six miles away, to a carefully guarded waiting berth. On the way up she passed a dozen merchantmen lying at anchor. The first, a big Norwegian freighter, dipped her flag and her whole ship's company lined against the rail, raised three rousing cheers, which were answered with a will. With another Norwegian and two Dutch ships the submarine exchanged formal salutes. She moved close by a number of British tramps in silence, observed with eager interest by the English crews.

At the dock the boat hardly was tied up before an army of newspaper men and moving picture photographers stormed the place. They were not permitted to get near the Deutschland, protected by a barbed wire stockade and numerous guards, but Capt. Konig soon appeared on shore and cheerfully posed before the camera.

MAN CRAZED, OIL BOOM
SAID TO BE THE CAUSE

Lexington, Ky., July 8.—Charles Rice, of Estill county, was brought to the Eastern Kentucky Hospital for the Insane here today, a raving maniac.

He is said to have been crazed by the clamors of oil prospectors who sought to buy the mineral rights of his lands, which adjoin those on which a rich oil strike was made.

Rice is a large land owner of Estill county.

HAVOC WROUGHT BY AIR TORPEDOES

EYE-WITNESS, A GERMAN, TELLS
OF TRENCH DAMAGE IN AL-
LIES' DRIVE.

BOMB PROOFS BURIED

Digging Buried Comrades From
Ruins Great Difficulty To
Teutons.

Berlin, July 7 (Delayed).—An eye witness account of the Anglo-French offensive is given in dispatches from Lieut. Dambitsch, one of the editors of the Zeitung am Mittag, whose company was stationed in the trenches near the Somme River.

The Lieutenant was wounded during the preparatory bombardment, but there long enough to witness the almost indescribable destruction wrought in the front-line trenches by the artillery. He says that the massively-built positions had been regarded as virtually indestructible and impregnable, but the event proved that the progress in the development of offensive tactics since the September offensive had not been realized.

"At the beginning of artillery operations," says the Lieutenant, "the enemy showed the Germans a new thing in the way of attacking observation balloons. An aviator swooped down on one of these and shot rifle balls from above, a burst of flame marking the end of the balloon."

Aerial Mines Play Havoc.

"The second day's bombardment, June 26, brought another surprise in the shape of aerial mines of unheard-of calibre, which were thrown in incredible numbers. The explosion of the first air torpedo shattered by its tremendous detonation the windows of the bomb-proofs and threw up a massive pillar of black earth perhaps a hundred yards. This showered the whole neighborhood with roofs, bricks and earth. This was a regular Vesuvius eruption. The destructive effects of this uninterrupted throwing of the heaviest mines were almost immediately visible. The entrances to two bomb-proofs were buried and the inmates had to be removed."

A few minutes later an orderly sent with a message to the left of a company, returned, reporting that the trench had been completely leveled. Lieut. Dambitsch, going to observe, saw as far as the eye could reach crater after crater six feet deep, the earth between being torn up in a wild, high chaos of trench timbers and wire entanglements. "The work of day and night for nine months," says the chronicler, "was destroyed in a few minutes. Report after report arrived of bomb-proofs demolished by aerial torpedoes, burying the inmates. The trenches became rapidly leveled; communication between the sections was extremely difficult."

"The third lines were so heavily shelled that it was impossible to traverse them. An orderly sent to a Captain was hours under way. On the left flank the company trench was so obliterated that it was difficult to trace it. The only means of progress was to dash from crater to crater fully exposed to the enemy fire while crossing the intervening ridges. Finally he arrived, after a period of intense danger, and found the left platoon of the company in the same condition as the right platoon. A number of men were still buried in the demolished bomb-proofs. Their comrades worked for hours extricating them."

Surgeon Works Under Fire.

"During this work, an intrepid battalion surgeon arrived with an oxygen apparatus and stood for hours under a heavy artillery fire, ministering to the half-buried and attempting to revive those asphyxiated."

"The bombardment continued without cessation, aerial torpedoes being hurled from ranges such as was never before known for mine-throwers, and the French artillery pounded every yard of ground with an intense fire of big shells."

The Lieutenant describes how welcome reinforcements were sent that night, "quite as much to assist in digging out those buried as to contribute to the defense." He was leading

them to positions among the demoralized trenches when he and his orderly were wounded by an exploding torpedo. They were sent to the hospital, thus missing the infantry attacks.

ORIGIN AND EVOLUTION OF ORDINARY MATCHES

The first known method of producing a "light" was by the laborious process of friction, the rubbing of one dry piece of wood against another. It is said that savages noticed that forest fires occurred during wind, and observation showed them that it was the "sawing" of branch against branch that caused the flames. Hence the "friction" light.

The flint and steel and tinder box superseded wood friction, and that improvement was also due to observation. It was seen that the chipping of the flints for arrow heads produced sparks, and hence the evolution of the flint, steel, and tinder "lighter."

After a series of attempts crude forerunners of the automatic lighter of today came the sulphur match. This, however, was not complete in itself. The tip, made of a paste of chlorate of potash, sulphur, colophony, vermillion, and gum, had to be dipped into a bottle containing sulphuric acid and rapidly withdrawn. An explosive flame was thereby generated which set fire to the match.

The next match was the Promethian. The tip of this was made of chlorate of potash, sugar, and gum, and the sulphuric acid—necessary to make it fire—was, with some of the paste, in a glass bead.

This cumbersome method was superseded in 1832 by the friction match proper. It was ignited by being drawn through folded sandpaper. This was a phosphorus match, and was but a variation of the friction principle. These matches were dangerous and poisonous.

After a time came the safety match, as we know it. A change in the phosphorus brought about the "safety" to the workers and the users.

WILL ATTEMPT RESCUE OF HIS CREW

SIR ERNEST SHACKLETON WILL
GO SOUTH ON MISSION OF
RELIEF.

London, July 10 (12:03 a. m.).—A Reuter dispatch from Buenos Aires says that Sir Ernest Shackleton expects to start a week hence for Elephant Island in another attempt to rescue the main body of his Antarctic expedition. He will sail on the schooner Emma.

Sir Ernest Shackleton has made two vain attempts to rescue his former comrades. The last effort was made in a steamer furnished by the Uruguayan Government, but the ship was unable to make her way through the ice and had to return. Twenty-two men have been in an ice cave on Elephant Island since April 15. At that time they had only five weeks' provisions. There are several schooners named Emma, but none is reported by available shipping records at Buenos Aires.

OFFICE CHANGES MADE BY CAPITOL COMMISSION

Frankfort, Ky., July 8.—The Capitol Commission, at a meeting today, ordered the removal of the offices of the Kentucky Tuberculosis Commission, the Kentucky Library Commission, the Kentucky Military Commission and the State Historical Society from the new Capitol building to the old Capitol building. The offices of the Prison Commission, the State Board of Control of Charitable Institutions and the Fish and Game Commission will be moved from the old Capitol to the new building. The Workmen's Compensation Board also will be given office room in the new Capitol. The Compensation Board is at present housed in the office of the Clerk of the Senate.

Loans wanted in Muhlenberg, McLean, Daviess, Webster, Butler and Ohio counties on good first-class real estate for 5 years.

W. H. PARKS,
Hartford, Ky.